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The Daily Press.

HONGKONG, July 16th, 1900.

Up to the present, we who reside in Hongkong or in the neighbouring parts of the province of Kwangtung have been little more than distant spectators of the crisis through which China is passing. In Hongkong we have seen the bulk of our effective garrison and have sanctioned a scheme of irregular volunteering; in Shamen the Europeans have armed and undergone some drill; and the *Redpole* and *Don Juan de Austria* remain close at hand. Macao has looked into her inadequate defences and is preparing to receive reinforcements. Hongkong and Macao have received large numbers of refugees from more exposed localities. Otherwise there has been little to disturb the ordinary calm. Nor is it likely that this calm would be broken as long as Li HUNG-CHANG remained in Canton, for not even Li's bitterest opponents have been able to deny that he is the one man capable of controlling the turbulent city and its neighbourhood. But unfortunately severe pressure has been put on Li by the Imperial authorities—whom exactly this term denotes now it is impossible to say—and the Viceroy feels unable to disregard the summons to go north. Our Canton correspondent mentions the China Merchants' vessel *Anying* as the boat by which he is to sail. We cannot, however, regard as decided the question whether he will go. The communications which passed between the British local authorities and the Viceroy when first he was called upon to proceed to Peking may or may not

be made public some day. They are at present closely preserved secrets, but we can easily imagine that strong representations were made to Li HUNG-CHANG that his departure at this crisis would not be accepted calmly by Great Britain or indeed by any Power with interests at stake in Canton. On his part, Li HUNG-CHANG, recognizing the practical impossibility of travelling to the Capital overland, cannot but have sounded our authorities, in the first place, as to facilities for the journey by sea. It is, moreover, believed that the visit of the U. S. flagship *Brooklyn* was not wholly unconnected with the expected departure of Li HUNG-CHANG. But be the facts connected with the delay of the journey what they may, the danger still confronts us that peace cannot be certainly reckoned on for a hour, if Li leaves Canton. This is obviously a situation in which all panic must be avoided—from reports we hear Shamen has been in danger of forgetting this—but there is nothing to be gained by shutting one's own or other people's eyes to the perils. As long as the Viceroy remained at his post, any fears as to the safety of Shamen had little foundation, and the outward display of panic among the Europeans can only have had a very bad moral effect on the Chinese. For the same reason the withdrawal of Europeans from Canton itself would have been bad policy. Matters, however, are totally changed if Li HUNG-CHANG is actually to be allowed to proceed to Peking. We do not know whether there is any sign of this probability in the fact that the *games* at Canton for the use of the Cadets learning Chinese will not for the present be terminated; a correspondent writes that he saw the luggage therefrom conveyed through the streets of Canton last week. The step is distinctly one of necessary precaution and no one will be so foolish as to interpret it as a mark of panic; yet we trust that it does not indicate a recognition of the Viceroy's right to depart. Events in Canton have been somewhat mysterious of late. The soldiers formerly stationed in the suburbs, we hear from an unquestionable source, have vanished; no one knows whither. The Tartar General's men, of course, remain in the town, and it is precisely the soldiery whom the inhabitants of Shamen fear most, should an outbreak occur. The mob alone would only be dangerous from its numbers. The troops would be a very different matter. Various correspondents have dealt in these columns with the question of the defence of Shamen, and it may be gathered from their remarks that the position of the defenders would be far from a strong one in event of a sudden assault. This position unfortunately cannot now well be strengthened without giving rise to the very disturbances which it is desired to prevent. The only real guarantee of security is that a strong man should remain at the head of affairs at Canton. To obtain this guarantee the moral sanction applied to H. E. LI HUNG-CHANG should not be relaxed.

In the 24 hours preceding noon of Saturday there were reported four fresh cases of plague and six deaths.

On Saturday we were informed by the Telegraph Companies that telegraphic communication with Chefoo was again interrupted.

The P. & O. steamer *Coromandel*, with the outward English Mail, left Singapore at 1 p.m. on Saturday, the 14th inst., and is due here at 8 a.m. on Thursday, the 19th inst.

At about ten o'clock on Saturday night a man was walking along Kowloon Road at Wan Tan Wai when he was shot by some men who were evidently in wait for him. Hearing the shot the police proceeded in the direction whence it came and found the man seriously wounded. He was sent to the Hospital. The outrage is supposed to be the work of a trades union.

Mr. Erich Georg says in his Weekly Share List, dated Hongkong, 14th July:—Business during the past week has been very slack and transactions could, in many cases, only be effected at a reduction on previous quotations, as financial facilities are difficult to obtain at present. Taken as a whole, the tendency is rather weak at present, although some stocks have not only been able to keep up the rate, but show a slight improvement on account of the good reports presented or expected.

A coolie named Li Yau was charged on Saturday with stealing a gold watch and chain from a Chinese child about two years old. An ayah said that, on the previous afternoon she was in Tung Man Street, off Graham Street, with the child in her arms, the watch and chain being fastened on to the child's jacket. The defendant came fast, snatched away the watch, and ran away.—District Watchman No. 11 said he was standing at the end of Pottinger Street when he heard the previous witness calling out. At the same time he saw the defendant running down towards Queen's Road and he gave chase, catching him at the entrance to Lee Yuen Street West. He found the watch and chain wrapped up in his jacket. He took him to the Police Station.—The defendant said he heard a noise as though something had fallen and on looking down saw the watch and picked it up and walked away. He was followed by a crowd and at the entrance to Lee Yuen Street was stopped by a district watchman, who arrested him. He offered to give up the watch and chain. He was sentenced to six months' hard labour and ten strokes with the birch rod.

The China trouble has postponed the General Election and Lord Salisbury's retirement indefinitely.

Mr. E. C. Lewis has been appointed a Director of the Widows and Orphans Fund, vice Mr. C. W. Duggan, absent on leave.

A Proclamation is published in the *Gazette* extending for a further period of four months the export from the Colony or the carriage coastwise of arms, ammunition, gunpowder, and naval and military stores.

The *Powerful*, cruiser, was paid off at Portsmouth by Captain the Hon. H. Lambton, and the crew went on leave till July 23rd. The *Hygeia*, cruiser, was paid off at Portsmouth the same day by Captain H. N. Dunning, and the crew went on leave until July 25th.

Messrs. John Jameson & Son, Ltd., Dublin, inform us that the Court of Appeal have granted a perpetual injunction, restraining the Dublin Distillers Co. from using in connection with their business the name "Jameson" unless accompanied by this prefix "William" in letters of uniform size and similar design with those of "Jameson," or unless accompanied by some abbreviation of "William" and with the suffix "& Co.," the abbreviation and suffix to be uniform in size and design with "Jameson."

Following are the returns of the average amount of bank notes in circulation and of specie in reserve during the month ended 30th June:		
Banks.	Average	Specie in
Chartered Bank of India, amount.		Reserve.
Australia and China, 2,889,062		\$1,500,000
Hongkong and Shanghai Banking Corporation, 7,336,667		5,000,000
National Bank of China, Limited, 441,925		150,000
Total	\$11,267,654	\$6,650,000

The first of the 75 in. quickfiring, which are hereafter to form part of the armament of the Royal Navy, is shown by the great firm of Vickers, Maxim and Co., at the Paris Exhibition. Some particulars of this new gun may be interesting. It weighs 16 tons, or with mount and shield, 26 tons; its projectile is 200 lb. in weight, and with a charge of cordite 50 lb. in weight the muzzle energy is 11,825 ft. tons, or equal let us say, to lifting the French battleship *Charlemagne* one foot in the air. No less than six rounds a minute can be fired if the ammunition supply can be maintained. The muzzle velocity is 2,920 ft. per second. The nominal perforation against wrought iron should be about 30 in., so that this gun should easily be able to riddle the 6 in. Krupp steel now so common in naval designs.

Vice-Admiral Sir Edward H. Seymour, who is in command of the British Naval Brigade which is reported to have left Tientsin for the purpose of forcing a way to Peking, has been Commander-in-Chief of the China Station since December 1897. He is sixty years old, and first saw active service as a midshipman on board the *Terrible* during the Russian War in the Black Sea, being present at the bombardments of Odessa and Sebastopol. He was also present as a midshipman in the Chinese War of 1857, and was on board the *Calcutta* when it sank at the destruction of the Chinese forts in Fatsan Creek. He was sub-lieutenant in 1859 and lieutenant a year later. In 1870, when he was commander of the *Grouler*, Admiral Seymour succeeded in rescuing an English vessel from pirates on the Congo; he was severely wounded and received the special approval of the Admiralty for his bravery on that occasion. He was captain of the *Fris* during the Egyptian War of 1882, receiving the Egyptian medal and Khedive's bronze star in recognition of his services. He also possesses the Crimean and Turkish medals with Sebastopol clasp, China medal and three clasps, and the Royal Humane Society's silver medal. Admiral Seymour was appointed aide-de-camp to the Queen in 1887. From 1892 to 1894 he was second in command of the Channel Squadron, and in 1893, 1894, and 1896 took part in the naval manoeuvres. He received the honour of knighthood in commemoration of the Queen's Jubilee.—*London and China Express*.

John Alfreds, lamp trimmer on the s.s. *Tan-hai*, appeared before Mr. Hazeldan on Saturday to prefer a charge of assault against a couple of Chinamen employed on the same ship. He said that at about five o'clock the previous Monday afternoon he was disinfecting a certain portion of the ship with *Jeyes' fluid* when the defendants attacked him, the second throwing a basin at him and cutting his head open and the first hitting him on the wrist with a chopper.—His Worship: Were there no words between you?—The Complainant: None at all.—His Worship: It is very extraordinary that these men should come and attack you without anything being said.—Inspector Gault: They say that they were having their food and that some of the *Jeyes' fluid* got on to it.—The Complainant: I am positive there was none on the food. I walked by where their food was, and a little may have dropped on to the deck from the outside of the bucket.—R. G. Woodgate, second officer on the *Tan-hai*, said he was on duty on the bridge when he saw the lamp-trimmer standing on deck with his head bleeding. He blew his whistle, and on seeing the first defendant strike at the complainant with a chopper he rushed down to his assistance, seizing the first defendant and putting him in irons.—His Worship: Can you suggest any reason for the assault?—Witness: They said some of the *Jeyes' fluid* got on to their food. I do not know whether it did or not. They ate their rice afterwards.—The defendants, when asked if they had anything to say, repeated the story about the *Jeyes' fluid* getting on to their food, but would not say that it was put on purposely.—His Worship said he was satisfied that the assault was committed, and would commit the defendants to prison for three months hard labour.

The Dutch cruiser *Holland*, which arrived here on the 1st inst., left for Shanghai on Saturday.

From St. Petersburg it is stated that two warships of the Baltic Fleet are under orders to join the Far Eastern Squadron; and the new first-class Russian cruiser, now approaching completion in Cronstads yard, at Philadelphia, will proceed thence direct to Port Arthur.

Two men have been arrested for being concerned in the robbery of a Chinaman near Man Tan Wai last Thursday. The complainant and the police were searching for them when they got them near to where the robbery took place. The men were arrested and brought up at the Magistracy on Saturday, when they were remanded for further enquiries.

The small French Colony, in connection with the Arsenal, at Foochow, is at present deprived of all its ladies and children; the last to leave being Madame David and her family by the s.s. *Pelayo*. The majority are going back to Europe. The authorities, in view of possible trouble, have deemed this step advisable. A similar exodus is taking place at all the coast and rivers ports.

AFFRAY IN QUEEN'S ROAD EAST.

FIGHT BETWEEN MALAYS AND CHINESE.

SEVERAL WOUNDED.

A serious affray seems to have taken place in Queen's Road East on Friday night. About eight Malays who visited a house in Ship Street got at loggerroads with some Chinese and a free fight ensued. The Chinese began to throw bricks and other missiles and the Malays drew their knives. A Chinaman was stabbed in the side, a serious wound being inflicted, and two of the Malays were badly mauled, one being hit in the left eye with a brick and stabbed in the back and the other being wounded on the head. Four of the Malays, including the two injured, were taken into custody and appeared before Mr. Hazeldan on Saturday. One was charged with cutting and wounding, but as the Chinaman whom he had injured was unable to leave the Hospital he was removed until Tuesday. The other three were charged with disorderly conduct and carrying arms without licences.

District Watchman No. 10 said that at about half-past nine on Friday night he was in Fraya East when he heard a whistle blow. He ran into Queen's Road East and there saw a wounded Chinaman. In consequence of what he told him he ran after the first defendant, who had a knife in his hand and attempted to cut him. He arrested him.

Sanitary Inspector Cotton said that he was just retiring to bed when he heard a police whistle. He rushed down from St. Francis Street, where he lived, into Queen's Road East, and there saw the second defendant followed by a crowd of Chinese. He was running among the crowd stabbing right and left. He shouted out to him to drop the knife, and in reply the man said to him, "Go away, go away," and pointed the knife towards him. He attempted to close with him, but the man got away. He was immediately afterwards knocked down, a Chinaman striking him in the left eye with a brick. On getting up the man ran towards Arsenal Street. Here he stopped, gave his knife up to a soldier, and witness took him to No. 2 Police Station.

Chinese constable No. 296 said that on hearing a police whistle he went up Ship Street and saw the third defendant running with a knife in his hand. He knocked the knife out of his hand with his truncheon and arrested him. There was a crowd of Chinese about the man.

Inspector Ford, who has charge of No. 2 district, said he was in the Police Station when the defendants were brought in. There were two classes of houses in Ship Street, some being for Europeans and some for Chinese.

All the defendants told the same story. It was to the effect that they visited a house in Ship Street and on coming out were set upon by the Chinese. His Worship said he was quite satisfied that this quarrel, or almost riot, was due to the fact that in this Ship Street there were houses both for Europeans and Chinese. That was a serious state of affairs and might cause a riot every night. The defendants had no business to use daggers. He knew that for years Malays had gone about with daggers, but it was an offence against the law. He thought, however, that justice would be met by calling upon them to enter into a bond, with one surety of \$25 each, to keep the peace for six months. The defendants are seamen and live in a Malay boarding house in Lascar Row. The lodging-house-keeper agreed to act as surety.

HONGKONG VOLUNTEER CORPS.

"C" MACHINE GUN COMPANY.

The monthly picnic in connection with the above unit took place yesterday afternoon. A launch left East Point at 1.45 p.m., calling at Murray Pier at 2 p.m. After a run as far as Quarry Bay the launch was headed for Stonecutters Island and here a competition took place between the Right and Left Half sections of the company, the ranges being 300 and 500 yards. Though the day was fine it was not very good for shooting and accordingly the scores were not phenomenal. The Right Half proved the winners, their total being 361 against 302. The following were the best scores:—

Sergeant Smith	200	500	H. cap. Total.
Sergeant Bevan	21	50	71
Gunner J. Lee	17	20	9
Sergeant Mr. Mayer	19	31	50
Bomb. Gloyne	19	16	7
Gunn. McCorquodale	22	16	3
Gunner Galbraith	17	18	6
Gunner C. Lee	19	15	7
Gunner S. Gidley	18	15	8

Winners of Spoons.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 15th July, 10.55 p.m.

WORSE FEARS ABOUT PEKING REALISED.

Yesterday brought news of the receipt by Sheng of a telegram from Yuan Shikai, saying that a messenger had arrived at Chinanfu on Saturday, the 14th instant, having left Peking on the 8th.

ALL FOREIGNERS MASSACRED ON SUNDAY WEEK.

The messenger says that on that day (the 8th inst.) the Boxers' guns made a breach in the Legation walls. The Chinese then entered the Legation, found the foreigners without any ammunition, and killed them all.

NO DOUBT ENTERTAINED.

Sheng has denied receipt of this telegram since, but there is no doubt of its truth.

London, 13th July, 8.35 p.m.

LARGE GERMAN FORCE FOR CHINA.

Germany is sending to China a brigade of volunteers, eight battalions of infantry, three squadrons of cavalry, four batteries of artillery, with marines and details.

THE WAR IN SOUTH AFRICA.

London, 13th July, 8.35 p.m.

SERIOUS REVERSE WEST OF PRETORIA.

Lord Roberts reports that the Boers have captured Nitrals Nek, on the Rustenburg road. The place was garrisoned by a squadron of Scots Greys and five companies of the Lincolnshire Regiment, with two guns. The majority of the Scots Grey and 90 of the Lincolnshire were captured. The casualties were heavy, as the men fought all day. SUCCESS OF GEN. SMITH-DORRIEN. Gen. Smith-Dorrien has had a successful engagement at Krugersdorp, inflicting a heavy loss on the Boers.

REUTER'S SERVICE.

London, 12th July.

NEW GERMAN MINISTER FOR CHINA. Freiherr von Munst, the present Minister at Luxembourg, succeeds the late Baron von Ketteler, and sails for China immediately.

THE ASHANTI REBELLION. Governor Sir Frederick Hodgson has arrived at Cape Coast Castle.

THE WAR IN SOUTH AFRICA. It is believed in Pretoria that the capture of Bethlehem has improved the prospects of peace. All the members of Mr. Steyn's Government, except Mr. Steyn himself, have now surrendered.

THE CRISIS IN CHINA. Anxiety regarding the Legations is deepening and it is felt that if Sir Robert Hart could smuggle through a letter when conditions were desperate he could easily send tidings if the situation was better.

London, 12th July.

THE CRISIS IN CHINA. Sir Walter Hillier sails on Saturday to act as adviser to the military authorities in China.

THE SOUTH AFRICAN WAR.

Several parties of the enemy threaten the Johannesburg-Pretoria railway, but the line is strongly guarded.

London, 13th July.

Lord Roberts reports, from Pretoria, 12th inst. that the Boers overpowered the garrison at Nitralsnek, capturing two guns of the O battery, nearly a squadron of Scots Greys and 90 Lincolnshire. The fight lasted throughout the day and the reinforcements arrived too late to assist.

A simultaneous attack on Dersdorp was repulsed. Gen. Smith-Dorrien inflicted heavy loss on the enemy near Krugersdorp, and General Buller repulsed them at Paarde Kraal.

Fochow, 14th July.

THE CRISIS IN CHINA. The Viceroy of Fokien and the Tartar General have to-day signed an agreement with all the Consuls to protect foreign life and property.

THE CRISIS IN CHINA.

SKETCH OF THE SCENE OF OPERATIONS. To-day we issue a sketch of the scene of the operations in the North, being of a copy of the sketch issued by our enterprising German contemporary, *Der Ostasiatische Lloyd*.

OUR REINFORCEMENTS.

THE FUSILIERS FOR THE NORTH. The Hongkong Garrison has been further demoted of troops for the north, the following embarking on the *Taiyang* for Taku on Saturday:—Royal Welch Fusiliers—3 officers, 1 warrant officer, 1 Quartermaster Sergeant, 8 sergeants, 121 rank and file; Royal Army Medical Corps—2 officers and 1 Non-commissioned officer.

As the men left Murray Pier in launches at 10.30 in the morning they were accompanied by many of their comrades and the regimental band. His Excellency the Governor (Sir Henry Blake) and Viscount Suddale, A.D.C., were present at the embarkation and along with H.E. Major-General Gascoigne, officer commanding the forces in China, Capt. Trefusis, A.D.C., Colonel T.O. Gorman and Headquarters Staff, visited the ship and inspected the men and their quarters. Prior to embarking, on the call of Major-General Gascoigne, three hearty cheers were given by those left behind for their more fortunate comrades. The *Taiyang* left about noon. The officers who accompany the force are: Lieut-Colonel Hon. R. Henry Bertie, Major A. F. Cooper, Lieut. A. Hay, Lieut. E. J. B. Johnson, Lieut. and Qr.-Mr. J. F. Clervo, Sergt.-Major Hickman, Q.M.-Sergt. Patterson.

MORE TRANSPORTS ARRIVE. The *Nairang*, which left Calcutta on the 3rd inst., arrived at Hongkong yesterday morning and left for the north at three o'clock in the afternoon. She had on board the left wing of the 24th Punjab Infantry, 1 Section of the 43rd Native Field Hospital, 150 camp followers, 6 horses and 120 mules.

Later on, in the day the *Zabengla* arrived with Lieutenant-General Sir Arthur Gascoigne, Major-General Barrow and Staff Officers and details, 24 horses and 36 mules.

THE TROOPS FROM INDIA.

The General Officer Commanding at Calcutta wires that No. 16 Transport left India on Friday (13th inst.) with No. 3 Company Madras Sappers and Miners, 4 British officers, 2 N. C. Officers, 4 Native officers, 189 men, 56 public followers, 19 private followers, 6 horses, 90 mules, 34 boxes ammunition, 512 mounds, baggage, photo, litho and printing sections, 3 British N. C. officers, 8 man, 4 public followers, 12 mules, 1 box ammunition, 43 mounds ammunition, section 39th Native Field Hospital, 1 officer, 1 sergeant, 3 hospital assistants, 4 men 63 public, 3 private followers, 1 horse, 3 mules, 90 mounds baggage, 2 Madras Infantry, 1 man for duty with native general Hospital; Special service officers Captains Selwyn and Napier, 5 servants, 3 horses. This vessel is due in Hongkong on the 26th inst.

Information has been received from the Commander-in-Chief of the Forces in India that the transports *Vivara* and *Duke of Portland* left Karmachi on July 11 with the following details:—

Vivara—Two Sections 63rd Native Field Hospital—2 British Officers, 1 British soldier, 4 hospital assistants, 7 native soldiers, 117 public followers, 6 private followers, 2 chargers, 2 ponies, 26th Bombay Infantry—11 British Officers, 16 native officers, 722 native soldiers, 65 public followers, 6 private followers, 12 chargers and 8 ponies.

Duke of Portland—Two Sections 63rd Native Field Hospital—2 British Officers, 4 hospital assistants, 7 native soldiers, 112 public followers, 6 private followers, 2 chargers, 30th Bombay Infantry—13 British Officers, 17 public followers, 693 native soldiers, 68 public followers, 34 private followers, 18 chargers, 2 ponies.

CANTON.

Our Canton correspondent writes from Canton on the 14th instant:—Upon receipt of the news that H. E. Li HUNG-CHANG is going North in three or four days by the China Merchant steamer *Anying*, people became restless and apprehensive, and seemed to have lost all the confidence in the Chinese officials, in spite of their vows and assurance of protection. The foreign Consuls in Shamen called a meeting yesterday and decided upon the plan of defence.

SOME DETAILS OF TIENTSIN FIGHTING.

A N. C. Daily News representative had an interesting interview with an officer of the *Hainchi*, the C.M.S. vessel which brought many refugees from Tientsin to Shanghai. We make some extracts:—

THE BOMBARDMENT OF TIENTSIN. The Chinese, according to latest news, are using a 15 c.m. gun and 11 smaller weapons in the bombardment of Tientsin, and, using smokeless powder, the troops have difficulty in locating them. The only guns of any use are those of H.M.S. *Terrible*, others being too short of range. [These *Terrible* guns are two 12-prs.]

THE CHINESE DEAD. There were thousands of dead Chinese along the river banks, and floating down the river at Tientsin. The stretch is described as "simply dreadful." In many quarters starving dogs had eaten bodies in the streets.

LYDDITE FOR THE BRITISH. When the steamer left the British were sending Lyddite ammunition to Tientsin, and it would be at its destination by now.

THE FIRST CHINESE CONTINGENT. The men of the First Chinese Regiment are credited with first-class work, both in bayonet fighting and in doing military police work.

NO QUARTER. All prisoners taken are shot, the brutalities practised by the enemy on European wounded who fall into their hands justifying such a drastic measure.

THE GORDON HALL SHELLED.
The Gordon Hall, the refuge place at Tientsin, appears to have been a favorite target for the artillery outside Tientsin, and at last accounts the famous tower was completely destroyed.

THE CHINESE ARTILLERY.
At the opening of the bombardment the Chinese artillery fire was very inaccurate, but they soon got the range effectively, well nigh demolishing the French Concession, and every house in the British quarter has been looted.

CANTONERS IN HIDING.
The Cantonese residents in Tientsin are hiding in cellars and other places, as the Russians are sparing no one that has a gun.

CAPTURE OF ENEMY'S MUNITIONS.
In a small arsenal outside Tientsin, captured by the British and Russians, over 3,000,000 cartridges and 37 Krupp field guns (brand new and packed in cases) were found. As Admiral Seymour's men were going by the Arsenal on the road back, a country chieftain told them:

TAKING THE ARSENAL.
Admiral Seymour offered the place, but the latter said it could not be done. The Arsenal was firing on the column, who retreated to the river. The Admiral sent 400 of his marines, under Major Johnston, and 100 blue-jackets to take the place. They got within 100 yards of it before they were discovered, and then they gave one rush and took it at the point of the bayonet. Several of the naval people were killed and wounded. All the British dead were properly buried and their graves marked. The Chinese cleared out of the Arsenal, in which were also found Maxim guns and field pieces, many splendid officers' swords, new sextants (with new certificates), and many Maxim rifles. None of the arms were of British make. One Maxim and a field gun were taken and the others destroyed.

A GLOOMY PREDICTION.
A report is current in the North that it will be impossible for troops to advance to the relief of Peking before the 1st of September, owing to the state of the roads. The enemy have cut the river banks and flooded the roads and made marching impossible.

THE "BARLEUR" LOSSES.
H.M.S. *Barleur* is reported to have had the heaviest losses amongst the British fleet, some of her men now suffering from terrible injuries. The work of the ship itself is impeded by the number of men killed and wounded.

GALLANT MIDDIE.
That England's midshipmen are just as in days gone by was shown during the operations of Admiral Seymour's column. One juvenile member of the "patch," belonging to H.M.S. *Arcturion*, in one engagement was in the thick of the fighting, carrying messages to and from a Boxer fired at him at 10 yards range. The rifle ball passed through the youngster's helmet, clipping the top of his ear. He at once drew his revolver and shot his opponent in the throat, killing him. The lad is not much more than 14 years of age. Another gallant midshipman, Donaldson, of the *Barleur*, was engaged in despatch work during the fight and he was shot through the head and also through the legs. There were hopes that he would recover at first, but eventually he succumbed to his wounds.

A GALLANT OFFICER.
The people of Tientsin speak in glowing terms of the bravery of Mr. James Watts, son of the pilot at Taku. This young gentleman, with three Cossacks, set out from Tientsin to take to report the state of affairs, and the little party were several times fired upon, having to take shelter in the red-beds along the river. They got through safely and Mr. Watts piloted the Welsh Fusiliers and the Hongkong Regiment back to Tientsin. Mr. Watts has since been made a sub-lieutenant of the Tientsin volunteers.

PEKING IN BAD FLIGHT.
The last news from Peking at Tientsin was that there were only three days' provisions in the Legation and that the ammunition would last about that period.

GOOD IF TRUE.
Prince Ching is said to be feeding the Europeans at Peking, but the report is not confirmed.

MOVEMENTS OF SHIPS.
There was still no Chinese cruiser inside of Taku on the 7th, the fleet not allowing her to come out. The combined fleet at Taku numbers 18 vessels. The *Heinrich* passed the U.S. transports *Nashville* and *Zephyr* on the 8th in the Gulf of Pechili bound for Taku. She also passed H.M.S. *Whiting* and a Japanese destroyer bound for Chefoo. The Japanese hospital ship *Hakuni Maru* arrived at Taku on the 7th inst.

GERMAN ACTION IN THE CRISIS.
The following items are from the last issue of *Der Ostasiatische Lloyd*:
At a meeting held on Tuesday (3rd inst.) by the German residents of Shanghai it was decided on account of the serious political situation to send the following telegram to His Majesty the German Emperor:—

Shanghai, 3rd July.
The German Merchants of Shanghai being convinced that the rebellion in the North, the rising in Shantung and the disturbances in the Yangtze Valley, will spread, respectfully wish to draw Your Majesty's attention to the necessity of our being as well represented as the other Powers, both by military and naval forces, in order to maintain our position as second commercial Power on the East.

In reply to this the following telegram was received from H. M. the German Emperor:—
Wilhelm II. R.
To the Merchants of Shanghai.
Your wishes will be fulfilled to the utmost of my power. *Moltke* with *Bismarck* already on the way. One division ironclads and one division infantry will follow.

THE RELIEF OF TIENTSIN.
On the 22nd and 23rd of June large detachments pushed on by rail to have to Tientsin, the point from which the line was destroyed, whence they proceeded on foot to the North, the German marines and the Russians on the left, the British and American troops on the right bank of the river.

The latter meeting with little opposition were able to cross the river below Tientsin and be the first to effect the relief of the foreign settlement. The German and Russian troops however encountered the most stubborn resistance. The Chinese had even gone so far as to measure off the distance for rifle and shell. The Germans and Russians advancing with great courage lost heavily. One Company under Captain Gend lost one fourth of its men, including Lieutenant Friedrich. (We hear from other sources that besides Lt. Friedrich they lost 10 killed and 20 wounded). They were exposed all night to the fire from the Arsenal, which had not yet been taken.

THE ADMIRALS BEFORE TAKU.
It is now known that it was due to the efforts of the German Admiral, supported partially by the younger English Rear Admiral, that the other admirals were gradually and with the utmost difficulty convinced of the necessity of the capture of the Taku forts.

There is now sufficient proof that had the bombardment been delayed a few days longer and the Chinese allowed time to get sufficient troops to man these forts, beautifully equipped and magnificently armed as they are, they would never have been captured.

CHUNGKING.
The Shanghai Mercury's correspondent wrote on the 27th ult.:—

The Pioneer was just starting to-day with seven European first-class passengers, a full complement of Chinese passengers, and cargo, when she was detained by H.E.M. Consul. The French and Japanese Consuls, in connection with the English Consul, had already asked for her to be detained. Captain Breitig and Mr. Ebbecke immediately engaged a wupun for themselves, and offered Mrs. Sheppard, of Philadelphia, the benefit of their escort if she would go with them in another. Miss Galloway, one of the Anglican deaconesses, shares Mrs. Sheppard's wupun. M. de Marteau, M. Cottee, and a French priest go in a third. The Pioneer is now called a gunboat, and everyone expresses confidence that while she remains in Chungking nothing dreadful will happen. Meanwhile there is bad news from all quarters, except that we now hear Tientsin was relieved last Saturday.

The Tientsin relief was a second time to escape yesterday. He had all his baggage and everything ready at 9 p.m. M. d'Anty Bons signified to him that he had seen no cards as usual on such occasions, and that wherever he went the Consul of France would follow him on horseback, as he had occasion to speak with him. So the Tientsin dismissed his train and did not start.

ICHOWFU.
A Tientsin telegram of the 8th instant to Shanghai states:—A telegram from Ichowfu reports that every day large numbers of troops march looting through that City to the North. The Missionaries are in danger. A party is leaving to-day to their rescue.

THE U.S.S. PRINCETON.
The U.S.S. *Princeton* is still in the harbour. It was understood that she would leave for the north on Saturday last.

THE MOKDEN MURDERS.
The unfortunate victims who shared Bishop Guillon's fate on the 3rd inst. at Mokden were Fathers Emonet, Corbel, Bourgeois, and Veillemonet, and two Sisters of Providence. Some of the Sisters were saved by Russian troops. All the native Christians in Mokden have been murdered.

THE GYMKHANA.
For once in a way the Jockey Club were favoured with fine weather on Saturday afternoon, when the third gymkhana of the season took place. The programme contained nine events. Sir of Mr. G. H. Potts's horses ran and he was fortunate enough to secure five prizes, including two firsts, two seconds, and a third. His Demon King won the steeple-chase easily, while his Forest King literally ran away with the mile handicap. Tule Rose (Mr. R. M. Gray's) won the three-quarter mile by three lengths and Mr. Robinson's Charlie the Water race by the same distance. Three prizes (\$16, \$10 and \$5) were offered for a leap frog race for soldiers and sailors. Eight couples entered. Two blue-jackets came in first and the artillery were second and third. The band of Royal Welsh Fusiliers were in attendance. The following are the details:—

MILE RACE.—For all China Ponies. Weight for inches as per scale. Non-winners this season allowed 5 lbs. Winners of one race this season penalized 5 lbs., two races 7 lbs., three races 10 lbs. 1st prize presented by J. McKie Esq.; 2nd prize, \$25.

Mr. R. M. Gray's Tule Rose, 10st. 11lbs. (Mr. Crutchshank) 1
Mr. G. H. Pott's Demon King, 11st. 2lbs. (Mr. Wilkins) 2
Mr. J. H. Pott's Tossin, 12st. 6lbs. (Mr. Cox) 3
Mr. Crutchshank's Black Rose, 10st. 7lbs. (Owner) 0

LADIES' NOMINATION. Gentlemen will start from one mile post on pony, with an envelope given him by the judges containing the name of some well-known popular air, ride to his nominator opposite the winning post and whistle that tune to her. The lady will write the name of the tune on a piece of paper, enclose it in an envelope, hand it to gentlemen who will ride to judges with it. First past judges with correct answer to win. The prizes from Gymkhana Fund.

Mr. Mulliken, nominated by Miss Hartigan 1
Mr. Walker Race—5 furlongs. Previous winners 5 lbs. extra. Catch weights over 11 st. 5lb. first prize, presented by G. H. Potts Esq.; 2nd prize, \$20.

Mr. Babington's Charlie (Mr. Gresson) 1
Mr. Wilkins' Magazine Gap (Owner) 2
Mr. Bratton's The Miser (Owner) 3
Mr. Weibels Lingo (Mr. Crutchshank) 0

STEEPLECHASE.—For all China ponies. Weight for inches as per scale. Previous winners of any jump race this season penalized 7 lbs. for one win, 10 lbs. for two wins. First prize, presented by H. M. Davis Esq.; 2nd prize, \$20.

Mr. G. H. Potts's Demon King, 11st. 7lb. (Mr. Wilkins) 1
Mr. Gresson's Corbie, 11st. 8lb. (Owner) 2
Hon. J. J. Keswick's Digby Grand, 11st. 1lb. (Mr. Crutchshank) 3
Mr. G. H. Pott's Pirate King, 11st. 1lb. (Mr. Cox) 0

LADIES' NOMINATION.—Despatch race. Gentlemen A. will start from winning post, B. on foot about 100 yards to Gentlemen B. B. will ride on pony round course to 14 mile post, dismount and get on a bicycle, ride to about 100 yards of winning post, hand despatch to nominator, who will be wheeled in past winning post in a rickshaw by A. Three prizes from Gymkhana Fund. Gentlemen C. to provide themselves with rickshaws. 6 entries or so this time.

Messrs. Crutchshank and G. H. Potts (nominators) 1
Messrs. Mulliken and Loring (nominators) 2
Mrs. Grace 3
First prize, presented by H. N. Medy, Esq.; 2nd prize, \$25.

Mr. J. H. Pott's Forest King, 11st. 4lbs. (Mr. Cox) 1
Mr. G. H. Pott's Tossin, 11st. 8lbs. (Mr. Gresson) 2
Mr. Higgin's Pilgrim, 10st. 11lbs. (Mr. Wilkins) 3
Mr. Crutchshank's Black Rose, 10st. 8lbs. (Owner) 0

CORRESPONDENCE.
[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

LETTERS FOR MACAO.
TO THE EDITOR OF THE "DAILY PRESS."
Macao, 14th July.

Sir,—As we are now anxious to receive news of the present affairs in the North, we shall be obliged if the Postmaster General of Hongkong can send up letters from his post twice a day by a.s. *Jeuneville* and a.s. *Kwai Lum*; the latter is more convenient as she arrives here by noon.

Thanking you in anticipation for the kindness in inserting in your valuable paper, —We are, sir, yours etc.

FOREIGN RESIDENTS.
It is a pity there is a class of foreigners who know not that China's power is already absolutely lost, and therefore the Government is forced to do what is being done now.

But, on the other hand, I do not say that this trouble has nothing whatever to do with the business of converts' law cases. I only say that the people have borrowed this as a reason for raising a storm. That which is most patent is that six or seven out of every ten Chinese officials covet wealth, and skin the people, treating them with indifference. I do not know how much

MISSIONARIES IN CHINA.

The following remarks of Mr. Wong, pastor of the London Mission Chapel in Hongkong, with reference to a letter which appeared in our columns on the 5th inst., will be read with interest. Pastor Wong writes:—

On the 10th day of the 6th moon, i.e. the 5th of July according to Western calculation, a friend translated a paragraph by a Westerner, published in the *Hongkong Daily Press*, which refers to missionaries, stating that their method are not good, and that therefore there exists the present great calamity.

Although I do not know who this Western friend is, having read his article I have somewhat to say in reply to him. I trust he will not blame me, and if I err in what I say I trust this good friend will pardon me.

If you wish to know the Chinese mind it is important in the first place to read what Chinese history says about the murderous evil of barbarians, also how in ancient times the people feared them, and then you will know how it is the people hate foreigners to-day, and call them devils, "foreign devils."

Literati called Westerners barbarians; but now forced by treaty and there being no help for it, they call them "Ocean men, Westerners." The feeling of hatred against foreigners, has already been accumulated through several thousand years. Now to-day everywhere on the borderland many Westerners, presuming on their power, treat us Chinese almost like slaves. In some cases it is worse than the treatment of slaves. How then shall they not hate?

Personally, I have not seen how they treat Chinese in other places; but having been in Hongkong several decades I have seen many things. Hongkong is a British Colony and the laws are most just. Speaking impartially Hongkong has changed wonderfully. The Government is now extremely mild and kind, and treats us Chinese far better than heretofore, and in Hongkong there has been absolutely no law case in connection with the Church, which has been dealt with unfairly. Nevertheless to-day when the Chinese hear that China wishes to kill every missionary and foreigner, his heart, contrary to what might be expected, rejoices. I am afraid this is the case with six or seven out of every ten. Thus it may be known that it is very difficult to get rid of this feeling of hatred against foreigners. These who gradually lose this feeling, and do not hate Westerners, are those who have entered the church and those who are friend of the converts.

From this we may learn that if we wish to remove this feeling possessed by the Chinese we must certainly employ the doctrine of Christianity, and preach it throughout the whole of China to melt this heart, which hates men of the other nations, and which has been hardened through several thousand years.

In the second place it is important that the Chinese classics should be read so as to understand how the civilization of ancient generations dealt with barbarians, and what is the civilization of the Chinese Sages. Many men have read the choice of the Sages' doctrine. Now referring to one's parents' wish for revenge, it says that one must not live with the enemy beyond the same heaven and earth (i.e. the son must kill his parents' enemy or be killed in the attempt—Translator). Again, those who do not treat me well must be treated according to straight principles. Moreover it says, "Repulse barbarians, do not allow them in China."

And the Chinese are always wishful to carry out these principles, and these principles have been instilled into the Chinese mind for over two thousand years. How then shall they not hate Westerners?

Hong Yau Wai and Leung Kai Chiu are men who understand the doctrine of Christianity; but although they profess Christian foreigners with their mouths, yet in their hearts they verily hate with extreme hatred both Jesus and Westerners, and therefore they have established a society for the preservation of Confucianism, and for the various sects.

When Kang Yau Wai was in difficulty he was rescued by a missionary, and yet in places beyond the sea he everywhere establishes Confucian temples and leads men to oppose Christianity. The British Government saved Hong Yau Wai and treated his party well, and yet Leung Kai Chiu not infrequently describes the badness of the British Government and loses soldiers on the new boundary to work evil. He treats Chinese harshly and stirs them up to hate Christianity and to hate foreigners. If at that time (i.e. prior to the comp d'état—Translator) Hong Yau Wai and Leung Kai Chiu's reform party had succeeded, and the societies he established to preserve Confucianism and various parties had flourished, I am afraid the calamities, which would have resulted in China through active opposition to Christianity and hatred of Westerners would be still greater and far more numerous than those caused by the Boxer Society to-day.

In the third place it is important to know that the gain and power, which the Great West has sought in China, are excessive, and it has continually desired to divide the Middle Kingdoms. Our Government knows well that possessing the country is just as if they had no country; but I fear, when it (division) is accomplished there will be difficulty. Therefore China, beforehand, makes a secret treaty with Russia and desires for once a great war hoping to be able to escape misfortune; hence the present calamity.

It is a pity there is a class of foreigners who know not that China's power is already absolutely lost, and therefore the Government is forced to do what is being done now.

But, on the other hand, I do not say that this trouble has nothing whatever to do with the business of converts' law cases. I only say that the people have borrowed this as a reason for raising a storm. That which is most patent is that six or seven out of every ten Chinese officials covet wealth, and skin the people, treating them with indifference. I do not know how much

injustice the people of the country as a whole daily suffer. A few officials have a heart to sympathize with the people, and hence the people do not hate the officials as deeply as they do Westerners. For this reason, also, they have not wrought rebellion, or any great calamity. Perhaps one or two missionaries have through misunderstanding been prejudiced in some cases and helped all at hazards; yet as these cases do not come up to the cases of wrong treatment of the people by the officials by one in ten thousand times ten thousand, how have they given rise to this great calamity? Our Chinese police officials consider the people's unjust suffering as a very little thing. How then should this great trouble arise on account of a few badly managed law cases in connection with the Church? Indeed, it has arisen because they (the officials) consider the loss of power a great thing. The officials wishing to raise the tariff were unable to be their own masters. If they did not give every advantage to the Westerners, then they were restricted by them.

Therefore there exists the present great calamity. If you wish to avoid trouble in connection with the Church, you must reform the Chinese official's covetous heart, and the punishments of trial (i.e. trial by tortures—Translator).

To prevent our countrymen from suffering injustice, having no place where they might plead their cause, they have been obliged to ask the missionary to save them, and the missionary's heart could not bear to see them suffer and die without rescuing them. Hence, at times, he has helped them, and then the powerful among the non-Christians, together with rapacious officials, seeing they could not have their own way, have not infrequently made counter-charges, and there have been counter accusations, and missionaries and converts have received such inhuman names.

Nevertheless, it is a thousand pities that when the wolves chase the sheep and the sheep call on men to rescue them, the Government does not blame the wolves, but censures those who would rescue the sheep.

Saddest of all is the fact that our Chinese people and Government have known a long time that Westerners in coming to China are bent on gain, and are not much bent on the doctrine (i.e. the propagation of Christianity—Translator), and therefore they know that to kill their (the Westerners') good countrymen is not of very much importance; but if they kill their country's disciples of gain, there will certainly be great trouble, and the Government being able to find fault with good men may prevent them from preaching Christianity.

CHINA IN THE HOUSE OF COMMONS.
COMPLETE ACCORD AMONGST THE POWERS.
In the House of Commons on the 13th ult. Sir H. Campbell-Bannerman said: I have to ask the First Lord of the Treasury whether he can give the House any information as to the state of affairs in China.

Mr. Balfour: I think perhaps the most convenient source will be for my right hon. friend the Under-Secretary for Foreign Affairs to make a statement upon the subject.

Mr. Joseph Walton: Before the right hon. gentleman makes his statement, I desire to ask him a question of which I have given him private notice—namely, whether Her Majesty's Government will endeavour in concert with the other Powers to arrange for the deposition of the Dowager Empress and the restoration of Kwang Su as Emperor of China; whether Her Majesty's Government have provided for the protection of the Tientsin-Peking and Tientsin-Shanghai railways by stationing armed guards along the railway tracks; whether Her Majesty's Government will without further delay place an adequate number of suitable gunboats on the Yangtze and West rivers for the protection of British trade; and whether Her Majesty's Government are taking all necessary steps to prevent the punishment of Chinese in consequence of having rendered assistance to British concessionaires.

Mr. Brodick: In reference to the questions of the right hon. gentleman and the hon. member for Barnsley, it is, I think, desirable to state briefly to the House the course of recent events at Peking.

Peking has been in constant communication with the Chinese Government since the attack made by "Boxers" on peaceful converts and the destruction of three villages about ninety miles from Peking on May 12. On May 18 Sir Claude Macdonald reminded the Yamen of his unending warnings during the last six months of the danger of not taking adequate measures to suppress the "Boxers." An Imperial decree was consequently issued. On 20th May a meeting of the Corps Diplomatique was held, and a resolution unanimously adopted calling on the Yamen to take more stringent measures. It was not then considered necessary to bring guards to Peking, but the British Marine guard at Tientsin which had been under orders to leave was retained there. Two British ships were sent to Taku. No adequate measures having been taken by the Yamen on 26th May the Corps Diplomatique met again and it was decided, failing a satisfactory reply from the Yamen, to send four guards. This course was adopted on 25th May, and a British detachment of seventy-eight men with a machine gun was at once sent to Peking and 101 men to Tientsin. Four more British ships were brought to Taku from Weihaiwei. News was then received of Mr. Robinson's murder and the capture of Mr. Norman. The British Minister continued till June 5th to urgently press upon the Yamen the necessity of their taking instant and effective steps to punish the murderers of Mr. Norman, and to restore order, and informed them that Her Majesty's Government would hold the Chinese Government responsible for the criminal anarchy which had brought about this disgraceful state of affairs. (Hear, hear.) These remonstrances having no effect, and the situation both in Peking and neighbourhood becoming more threatening, Her Majesty's Government on June 6 telegraphed instructions to Her Majesty's Minister and to Admiral Seymour to take in concert with other Powers any steps which in their discretion, which was left unfettered—(hear, hear)—they might consider advisable for the protection of the foreign Legations at Peking, or of British subjects there or at Tientsin or in the neighbourhood.

Her Majesty's Minister, after conference with the Russian representative at Peking, was empowered to support any Chinese authority capable of maintaining law and order or any measure to this end, the Russian Minister being similarly authorized. The general officer commanding at Hongkong and the Straits Settlements was ordered, in the event of the Admiral's requiring troops for service at Peking, to send whatever troops could be spared from his command, and was informed they would be replaced. In consequence of further depredations by the "Boxers," Admiral Seymour called up three more ships, and on 9th inst. after consultation with the foreign commanders, decided to land a force and march on Peking. On 10th inst. he marched with 1,078 men, of whom 650 were British. By subsequent reinforcement force has been raised to 2,300—containing detachments from the ships of the seven Powers represented, about 900 of them being British. The Admiral has encountered the "Boxers" and killed thirty-whatever troops could be spared from his command, and was informed they would be replaced. In consequence of further depredations by the "Boxers," Admiral Seymour called up three more ships, and on 9th inst. after consultation with the foreign commanders, decided to land a force and march on Peking. On 10th inst. he marched with 1,078 men, of whom 650 were British. By subsequent reinforcement force has been raised to 2,300—containing detachments from the ships of the seven Powers represented, about 900 of them being British. The Admiral has encountered the "Boxers" and killed thirty-

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NEW ADVERTISEMENTS

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FOR MANILA.

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"LOONGSANG,"
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This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
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Hongkong, 16th July, 1900. [1987]

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 16th July, 1900. [1988]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"
having arrived, Consignees of Cargo are hereby informed that their Goods, being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whose delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent into the Office of the undersigned before Noon, on the 21st inst., or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st inst. will be subject to rent.
Bills of lading will be countersigned by
SANDER WIEBER & Co., Agents.
Hongkong, 14th July, 1900. [1989]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKA,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where goods consigned will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 20th inst., at Noon, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
JARDINE, MATHESON & CO., Agents.
Hongkong, 14th July, 1900. [1985]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles.
Affairs in North China.
A Forty Years Old Funnell.
Peking Affairs and the Intelligence Department.
Non-Resident Chinese and the Bankruptcy Law.
The Trade of Wuchow.
The Crisis in China.
Legislative Council.
Supreme Court.
The Crisis: Telegrams.
Consular Reports.
Canton.
Macao.
Swatow.
Manila.
Correspondence.
Victoria Recreation Club.
Hongkong Electric Light Co.
New Treaty Affecting British Subjects in Siam.
The Wreck of the "Oregon."
Classified List of Viceroy and Governors of China.
Hongkong Volunteer Corps.
Hongkong Rifle Association.
Water Return.
Subscription, \$12 per Annum, payable in advance; postage, \$2.
Extra copies 50 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 13th July, 1900.

WANTED.

A YOUNG MAN as ASSISTANT in a Local Firm.
Apply by Letter, stating Age, Qualification and Salary required.
Care of this Paper.
Hongkong, 13th July, 1900. [1965]

WANTED, good CHINESE CLERK

Salary \$25 to \$30 per month.

Apply—

MANAGER.

Telephone Co.

Hongkong, 13th July, 1900. [1966]

OFFICE ENGAGEMENT.

WANTED, by a Gentleman of experience,

an appointments OFFICE MANAGER or SECRETARY, or any employment of a confidential nature. Is a competent accountant, and has been Office Manager of two large Companies.

First Class Testimonials.

Address—

ACCOUNTANT.

Care of Office of this Paper.

Hongkong, 7th July, 1900. [1981]

TRAVELLERS SAMPLES.

SUNDRY OPERA, FIELD and MARINE

GLASSES, TELESCOPES and COM-

PASSERS to be sold at once, at London prices.

Care of ROBINSON PLANO CO., LTD.

Hongkong, 14th July, 1900. [1979]

INTIMATIONS.

READY ON MONDAY.

"MOUNTINGS OF THE NAVAL GUNS.

and their subsequent use with the

LADYSMITH RELIEF COLUMN,"

Being a Lecture by

CAPTAIN PERCY SCOTT,

R.N., C.E.,

and

CAPTAIN A. H. LIMPUS, R.N.

(of H.M.S. Terrible).

The book is printed on art paper, within covers, and is ILLUSTRATED with SIX COLOURED MAPS and EIGHT SKETCHES made from Photographs supplied by Captain Scott.

Prices:—

With Illustrations, \$1.

Bound in Cloth (to order), \$1.50

Hongkong, 13th July, 1900. [1750]

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER

STEAMER, very suitably fitted to carry a large number of passengers and cargo.

For Particulars, apply to—

BANKER & CO.

Hongkong, 14th July, 1900. [1980]

W. B. REVE & CO.

NEW BOOKS—NEW GOODS.

Brasserie's Naval Annual, 1900, \$10.00

Das Echo—by each Mail—Single Copies 25

Village Life in China, by Author Chinese 4.50

Choreography 4.50

Khaki, Part I, Newes Latest War Pic- 35

ture 70

With Reference to the Transvaal 70

The Siege of Ladysmith, with 64 Pictures 70

from Photographs, by a Resident 70

Photographer 70

Philips' Ready Reference Atlas 6.50

Philips' Student's Atlas 4.50

NEW STOCK.

Black and Brown Gentlemen's Boots and Shoes.

Patent Leather Court and Evening Shoes.

LADIES' SUPERIOR WALKING SHOES.

Tennis Rackets—Forrester's and Sons (the best make). Ayres and Forrester's Tennis Balls.

BY NEXT ENGLISH MAIL.

Marie Correll's New Book "Boy" \$1.50

23 & 25, Queen's Road, Hongkong. [31]

FOR SALE.

A FEW OF THE FAMOUS

HUMBER BICYCLES.

LADIES' AND GENTLEMEN'S.

Price \$140

WM. SCHMIDT & CO.

Beaconsfield Arcade.

Hongkong, 16th June, 1900. [1213]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE, Manager.

Hongkong, 17th February, 1899. [50]

AMOY.

FOR SALE, as a going concern, the

"AMOY HOTEL." Well furnished

throughout.

Apply by Letter to—

HOTEL.

Care of Hongkong Daily Press Office.

Hongkong, 20th June, 1900. [1769]

FOR SALE.

CHAS. HEIDSIECK'S

CHAMPAGNE, 1893 WHITE SEAL

\$28.00 per case of 12 dozen quarts

\$40.00 per case of 12 dozen quarts

E. D. KRESSMANN & CO.'S

RED AND WHITE

BORDEAUX WINES.

C. G. HIBBERT AND CO.'S

BOTTLED ALE & STOUT

SIEMSEN & CO.

Hongkong, 5th May, 1899. [40]

R. J. REMEDIOS

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, ELGIN STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent Discount Allowed [1836]

SIENTING.

SURGEON DENTIST

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [808]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since daily registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board.

A. SHELTON HOOPER, Secretary.

Hongkong, 28th March, 1900. [1916]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL

CALL of \$0.50 per Share has been made in respect of the "E" Shares in the above

Company, and that such CALL is PAY-

ABLE to the General Managers on the 17th day of JULY, at the Office of the Company, 35 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 10th May, 1900. [1818]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Three

Dollars per Share for the Six months ended the 30th June, 1900, being at the rate of Twelve per Cent. per Annum, will be Payable on the 31st inst., on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 31st instant, both days inclusive.

By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary.

Hongkong, 13th July, 1900. [1970]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Fifty Cents per Share for Six months ending 30th June, 1900, will be Payable on the 31st inst., on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 31st instant, both days inclusive.

By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary.

Hongkong, 13th July, 1900. [1960]

THE PUNJON MINING COMPANY, LIMITED.

IN consequence of the necessity for heavy

repairs to the Mill, and the temporary absence of Water power caused by the carrying away of the embankment of the Reservoir, very little crushing of ore has been done this year, and as the windings of gold have not been sufficient to pay current expenses, salaries, cost of repairs, cost of new Reservoir, and prospecting, the Directors find it necessary to make the final call of One Dollar per share, and accordingly:

Notice is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, PRAYA CENTRAL, Victoria, Hongkong, on TUESDAY, the 26th June, 1900, the following Resolution was passed:

That the final CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 6th day of August, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 6th day of August, 1900, at the rate of \$10 per centum per annum, upon all Calls remaining unpaid after the said 6th day of August, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors.

W. H. GASKELL, Secretary.

Hongkong, 6th July, 1900. [1924]

WING CHEONG:

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOUS JADESTONEWARE, CARVED

IVORYWARE, SILKS, and GRASS

CLOTHS.

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUIAR STREET.

Behind Robinson Dispensary.

Hongkong, 24th April, 1900. [1916]

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

N. A. SHAW, Esq., Chairman.

R. STEWART, Esq., Deputy Chairman.

E. GAST, Esq., A. J. RAYMOND, Esq.,

Hon. R. M. GRAY, R. L. RICHARDSON, Esq.,

A. HANPT, Esq., P. SACHS, Esq.,

Hon. J. J. KEWICK, H. W. SHAW, Esq.,

D. MEYER MOSES, Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON.

MANAGER: Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On Fixed Deposits:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4½ per cent. per Annum.

R. M. BEVIS, Acting Chief Manager.

Hongkong, 1st June, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL \$1,000,000

PAID-UP CAPITAL \$324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:

CHAN K. SHAN, Esq., D. GILLIES, Esq.,

CHOW T. SHANG, Esq., J. T. LAURE, Esq.,

Chief Manager.

Geo. W. F. FRAYFAIR.

Interest for 12 Months Fixed, 5%.

Hongkong, 23rd March, 1899. [19]

BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000

PAID-UP CAPITAL Yen 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

JUICHI SOYEDA, Esq., President.

Head Office Manager—TAIPEH DOKI, Esq.

BRANCHES AND AGENCIES:

Tokyo, Osaka, Yokohama, Kobe,

Nagasaki, Kyoto, Nagoya, Tainan,

Mori, Hiroshima, Hakodate, Otaru,

Hongkong, Shanghai, Fusan,

Chungking, Chemulpo.

HEAD OFFICE—INTEREST ALLOWED:

On Current Account 4½% per annum

Savings Banks, 11% "

On Fixed Deposits:—

For 3 months, 5½ per cent. per annum.

" 6 " 6 per cent. "

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI, Manager.

Taipei, 20th November, 1899. [200]

THE BANK OF CHINA & JAPAN LIMITED.

WORKING CAPITAL over \$210,000

RESERVE LIABILITY OF SHARE- 425,000

HOLDERS fully 4635,000

HEAD OFFICE: 36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai,

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HUGHES,
Auctioneers to the Government, and Share
and General Brokers, corner Lee House
Street and Praya Central.

GEO. P. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day,
50 and 52, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.
BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Medicines prepared. Estimates given.

CHEMISTS, DRUGGISTS, &c.
THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Medi-
cines, Wines, Spirits and Cigars. Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIMAYA & CO.,
Importers, Exporters and Dealers in Japa-
nese Curios, 9, D'Aguiar St. and at Kobe.

KUHN & KUMOR,
Fine Art Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crochery Ware; 50a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfasts, Dinners, Wines, etc.,
with Meals; 24, Queen's Road.

DRESSERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices; 37, 39, Wellington Street.

WING HOP,
Ladies' Tailor, Dressmaker, Draper; 42,
Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco,
Eastern Branch, Pedder Street,
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LITTON, Ld.,
8 and 10, D'Aguiar Street,
Provision and General Merchants.

H. TEE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream; 16, D'Aguiar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

SUN SHING, Established 1840.
Silks, Gauzes, Crepe Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers; 90, Queen's Road Central.

WAI LOONG,
Gold and Silversmith, Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
Cigars, Bristles, Human Hair, Fea-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 82a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE light at
lowest rates.

HONGKONG
BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

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E HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,
Lee House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Devel-
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST,
Brush and Crayon Enlargements, Work
done for Amateurs; 5a, Queen's Road, Cl.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl. also Wanchai.
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEEN LATE HANG CHEUNG SHING,
Rattan Chairs, Matting, Bamboo Blinds,
etc.; 73, Queen's Road Central.

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
ting, all Colours; 18, Praya Central.

SANG MOY,
Rattan Furniture, Bamboo, Screens, Mat-
ting of all Colours; 43, Queen's Road, Cl.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealers in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

THE GLOBE (TESUTSU) PORTSING,
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars; 12, D'Aguiar Street.

SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail; 122, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 68, Praya Central.

LANE, CRAWFORD & CO.,
Tailors and Outfitters, Piano-forte Dealers
Shipchandlers, Furniture Dealers and
Upholsterers, Wine and Spirit Mer-
chants.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS

AH-MEN HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site,
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.,
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 88, Queen's Road, Central.

LANE, CRAWFORD & CO.,
Queen's Road.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leighton Street East. AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS
H. PRICE & CO.,
12, Queen's Road
and Calle Anagnina, Manila.

AMERICAN SYSTEM

DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1900. [1756]

[ALL RIGHTS RESERVED.]
THE BRITISH ARMY.

H. O. ARNOLD-FORSTER, M.P.

II.
THE COUNTRY IN DANGER.

A LESSON FROM FRANCE.

In the year 1793, the walls of the City of Paris were pelted with the stirring words "La Patrie en danger." "The country in danger." The Parisians, moved by the appeal, flocked to the public offices to take the oath of allegiance to the Republic and joined the colours in thousands. Their sacrifices were rewarded, the foreigner was driven from French soil, and the armies of France marched from victory to victory until half the Continent of Europe lay at the feet of her generals. Nearly eighty years later, in the closing months of 1870, the same motto appealed to the people of France, the walls of the capital. Again the patriotism of the Parisians made a prompt and effective response. Tens of thousands of men came forward to reinforce the broken armies which had been shattered and hurled back from the Eastern frontier. All the valour and the goodwill of individuals could do was done, but the appeal had been made too late. The days of grace, within which the neglect and ill-doing of past years might have been repaired, had expired, and the penalty had to be paid. The heroic columns of the German troops marched in triumph past the great Arch of Victory and down the stately avenue of the Champs Elysees; the treaty of Frankfurt deprived France of two of her fairest provinces, and an indemnity of five milliards of francs was wrung from the already impoverished nation, as a ransom paid for liberty to exist. The actual amount of the indemnity was but a fraction of the gigantic loss, direct and indirect, which the nation had to bear.

Here are two true stories, each with its moral. In 1793 the danger to France was great, but she met and overcame it. Her citizens were ready to die for her, but that was not enough, for in 1870 they were equally willing. She had three other advantages which made her sacrifices availing. In the field her armies were led by generals who learnt their trade and won their promotion upon the battlefield. At home the military resources of the country were organised and applied by a master in the art. To Carnot, a member of the Committee of Public Safety, was entrusted the task of preparing France for war. Of him it was said: "Alone in this Committee he was competent to form just opinions upon the subject of the war, and he became the sovereign arbiter of everything that related to it. Beyond dispute his task was the most important and the most difficult which fell to the lot of any member of the Government, for his duty was no less than creating, arming, and directing, simultaneously, fourteen armies. For a long period Carnot was entrusted with this burden. He bore it, and bore it successfully. Even the genius in the field of Morgan or even that of Bonaparte could have accomplished little without the aid of the great organiser in Paris, who had placed the weapons in their hands." Lastly, and above all, France had to meet enemies less prepared, less apt for war than herself. The armies of Prussia and Austria clung to the traditions and practices of a military art which had become obsolete, and during twelve years of defeat and disgrace they paid the penalty of their conservatism and their neglect.

A LESSON FROM PRUSSIA.

But one of these great Powers, having learnt in the school of affliction, applied the lesson. Three times did the French army enter Berlin, and at Jena and Auerstadt the Prussian army was practically annihilated. But from the morrow of Jena, Prussia applied itself to the task of making such another humiliation impossible. The problem was studied, and the problem was solved. Not by sitting down and doing nothing; not by dwelling on the abstract virtues of the Prussian system and recalling the bygone successes of Frederick the Great; but by sheer downright scientific hard work; by studying the difficulties which had to be encountered, and by providing the means by which they could be overcome with the certainty of success. Like almost all good work, it took time. General Trochu, during the siege of Paris, took a fortnight to invent a "plan." The plan was guaranteed to save France. It took rather less than a fortnight to get rid of both the plan and its author. In the year 1900 the British War Office invented a "plan" in about a week. It was brand new and bore the highest guarantees from its inventors. Perhaps the plan of 1900 will be more successful than the plan of 1870. Perhaps it will not. But the Prussian plan was quite of a different kind. It took years to prepare it, and years of patient work to carry it into effect. But it worked. In 1870 Prussia was triumphant. In 1871 the German Empire was founded, and from that day to this has continued to grow in strength, stability and influence.

THE KING AND HIS PROPHECY.

This is no doubt a long preface, but it is not inserted without a purpose. It has been introduced to prove what Englishmen are too apt to forget, namely, that the greatest nations are subject to the same laws which govern individuals, that neglect and apathy are punished by misery and disgrace; that great results are produced not by good will and good intentions only but by careful preparation and by scientific organisation. Never was there a time when it was more important than it is at present that the British people should take these things to heart; never was it more desirable that they should cease from talking and begin acting. For here and now it can most truly be said, as it was said in Paris in 1793 and in 1870 "La Patrie est en danger." "The country is in peril." It is the fashion in some quarters to deny this, to say smooth things and to speak of anyone who points out the danger as "a panic-monger and alarmist." There were prophets who prophesied smooth

things so long ago as Micah, son of Jada; but though their smooth sayings pleased the King, they did not prevent the king losing his life; nor Lerael from being dispersed upon the mountains as sheep that have no shepherd. The British public is now to all intents and purposes the King, and if it likes to hear smooth things, and to give honour to those who cry "peace, peace, when there is no peace," it can easily find as many prophets as it desires who will go on prophesying up to the last moment, until the fatal arrow strikes the between joints of the harness, and the sun sets upon the death of the King.

THE DANGER TO THE COUNTRY.

At the present moment the country is in danger. So strong a statement requires to be justified, but unfortunately it can be justified. The danger arises not from one cause alone, but from many. In the first place, the country is in danger because it is rich and successful, and because for many years it has accumulated wealth without disturbance, and has enjoyed its successes without experiencing any serious reverse. The passion of envy is among the most powerful of the many evil passions which beset the hearts of men. Many things which we possess foreign countries do not envy us at all; but our wealth and our prosperity they do envy, and that envy constitutes a danger.

A yet more powerful passion than envy is that of hate, which is the child of envy. No one who has paid the slightest attention to the expressions of public and private opinion in most of the great Continental countries, can have the slightest doubt that the passion of hate animates enormous numbers of foreigners in all their thoughts towards the British Empire. It would take a book, not merely a portion of a short article, to explain the reasons for the existence of this feeling against us. But that it exists, and must be reckoned with, no sensible man is likely to deny. That we are ourselves to some extent, if not to a great extent, responsible for its existence, is unfortunately a fact not open to question. Many of the charges which are brought against us as a nation are unfounded or exaggerated, but many are true. The fearful hypocrisy which marks so many of our national proceedings, is perhaps more often cited abroad as the cause of our unpopularity than any other characteristic. Moreover our habit of lecturing other people and glorifying ourselves is really very intolerable, and does not add to the number of our friends. But it is not necessary to continue the catalogue of good reasons. If there were not a single good reason why foreigners should dislike us, there would still be plenty of bad ones, and for the present purpose the cause of the feeling is immaterial; it is the result which alone concerns us. The result undoubtedly is that the widespread dislike for this country which exists upon the Continent does constitute a real and a growing danger.

OUR SUCCESSORS AND OUR COMPETITORS.

Then again, the country is in danger not merely because our past successes has roused the envy of our competitors, but because its continuance is in their opinion an obstacle to their own success. Englishmen are accustomed to say and believe that the extension of British rule in every quarter of the globe is an unequalled advantage to the world in general, and that the blessings of free trade have only to be known to be appreciated. That is our view, and there is a good deal to be said in favour of it, but it is not the view of other people. On the contrary, there is scarcely any other nation which does not desire to possess territory which we now hold, which does not seek to deprive us of trade which we now carry on, and which does not regard our Free Trade system as something to be utilised for the sole purpose of ultimately destroying it, and replacing it by a Protective Tariff. Because, therefore, other nations consider us an obstacle to their own success, the country is in danger.

A DANGER WE ARE NOT RESPONSIBLE FOR.

The country is in danger for yet another reason, and this danger is one which is due to no act or default upon our part. It so happens that two of the principal nations of Europe were engaged some thirty years ago in a deadly struggle. When the struggle was over the defeated party cherished for many years the hope of recovering by force the territory which it had lost, and of avenging its defeat under the leadership of some great commander. To achieve this end the French people poured out money like water and built up an enormous military establishment on a scale such as the world has never witnessed. To protect herself, and to retain her spoils, Germany armed in like manner, and ere long there arose on the frontier between the two countries a series of fortifications so complete and elaborated that the way from one country to the other became absolutely barred in time of war. This fact has been realised by the French military authorities. A war of revenge against Germany has now ceased to be popular; partly, indeed principally, because it is recognised that it is no longer possible, or at any rate that it presents no reasonable prospect of success. But the expenditure of money and energy originally intended to prepare for war with Germany, has created an immense army which is a ready instrument in the hands of the French people. It is not possible

YOU MUST STOP COUGHING.

The best way to cure Chronic Coughs, Bronchitis, and Chest-Golds is to apply Little's Oriental Balm. Rubbed well into the chest and back, it penetrates immediately to the inflamed parts. The tickling in the throat ceases; the spasmodic coughs disappear. It often cures when nothing else will. Could anybody afford to be without it in the house all the time? Mr. N. Lowe, of James Street, Blackburn, says: "I was worn out almost to the grave with a racking cough that all the remedies and the doctors failed to relieve. It was cured with one bottle of Little's Oriental Balm. It shall be my doctor through life."

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to attack Germany with safety. But there is a growing school in France which believes that it is possible, and may easily be profitable, to attack Great Britain. The existence of this belief is a serious danger.

THE IRON POT AND THE EARTHENWARE POT.

Again, it is well to remember the old fable of the earthenware pot and the iron pot. In these days when everybody is armed, the unarmed man, even though endowed with a good conscience and the best intentions, is not always safe. Platitudes about the undesirability of war have never yet saved a nation, nor availed to stop the progress of an enemy. Success in war is obtained by those who have studied the art and prepared for its execution, and those who have studied it best, and prepared for it most thoroughly, will be successful. It may be, and indeed is lamentable that great nations should spend their wealth and their manhood in preparations for war. But if they elect so to act, they will undoubtedly be more successful in war than those who for the best of motives have neglected or refused to prepare. Up to the present time the art of military preparation, as it is understood among the great military nations, has been practically ignored in this country. Chance, good luck and a certain amount of unwarlike effort, have been considered sufficient. The condition to which the country has been reduced in consequence, will be described in the course of these articles. There are some who imagine that because our want of preparation and our amateur management have not hitherto led to a calamity, we owe our safety to our improvidence, and to our want of taking things seriously. This is a most unfortunate view. Many a structure will last, and last spacious enough, until it is tested, but it is when stress and strain are applied, that inherent weakness becomes apparent. The fact that while other nations have prepared themselves for war on scientific principles, we have failed to do so, constitutes a real danger to this country.

NO ALLIANCES.

Lastly, it must be remembered that it has long been, and still is, part of the settled policy of this country, not to make alliances. From many points of view, this policy is a good one. Undoubtedly it has its advantages, but it has its disadvantages also, and they are not inconsiderable. We desire to make alliances, because in the first place, it is difficult under our constitution for one Government to give pledges which shall bind another, and in the second place, we believe that on the whole it serves our purpose better, and is more profitable to us as a nation, to stand aside and let other people quarrel while we look on. The plan has often succeeded, but it would be a mistake to suppose that it is always certain to be equally successful. It is no doubt a fine thing to prove to all the world that this country can stand alone, and neither seeks nor requires aid from anyone. But the attitude involves certain consequences. Like the Jolly Miller who lives on the river Dee, we may "care for nobody," but as a consequence, it is pretty safe to assume that nobody will care for us. And such indeed is the situation in modern Europe. With the very doubtful exception of Italy, there is certainly not a single European Power would raise a finger to help us in any emergency. Austria would help Germany, France would help Russia. No doubt all the countries concerned are very foolish for entering into these arrangements, but they do not think so, and it is conceivable that under certain circumstances we may be led to regret that we have never followed their example. But be this as it may, the fact remains that the failure of this country to enter into alliances during peace time, may constitute a serious danger in the event of war, and indeed may make war more probable.

STATESMEN OF THE OUTLOOK.

It may be said that this article has little to do with the army, or with British military matters. But to tell the truth it is impossible to take any reasonable view of the military position of the Empire without comprehending the dangers which the Empire has to face. That in the opinion of persons well qualified to judge, there is a real, a great and a growing danger, is evident from the speeches of statesmen, such as Lord Salisbury and Lord Rosebery, both of whom have spoken in terms which leave no doubt in the minds of their hearers as to their views. They both regard the outlook as dark, and they are agreed in believing that our means for resisting attack are not adequate and require to be supplemented. It will be our task in the succeeding articles of this series to show how great is the deficiency in our means, how inadequate are the steps which have hitherto been taken to remedy the deficiency, and how essential it is that some prompt steps should be taken to enable us to confront the future with a tranquil mind.

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Primrose Cases \$5.55 \$7.40
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HOUSES.
THE Undersigned have been appointed
AGENTS, and are prepared to accept
orders for a variety of designs.
Particulars on application to
WOODS & CO.,
4, Queen's Road Central
Hongkong, 17th April, 1900. [1877]

THE Undersigned have been appointed
AGENTS, and are prepared to accept
orders for a variety of designs.
Particulars on application to
WOODS & CO.,
4, Queen's Road Central
Hongkong, 17th April, 1900. [1877]

NOTICES TO CONSIGNEES.

STEAMSHIP "ANNAM"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London
or via Pailon and Bordeaux or via
de Montevideo, in connection with
above Steamer, are hereby informed that
their goods, with the exception of Opium, Treasure
and Valuables, are being landed and stored at
their risks into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 16th instant, re-
questing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned Goods remaining undelivered after
MONDAY, the 23rd instant, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
MONDAY, the 23rd instant, or they will not be
recognised.

All damaged packages will be examined on
MONDAY, the 23rd inst. at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 15th July, 1900. [254]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT."

OF THE NORDDEUTSCHER LLOYD.
The above steamer having arrived,
Consignees of cargo are hereby informed that
their Goods, with the exception of Opium,
Treasure, and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 16th July will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 17th July,
and THURSDAY, the 19th July, at 9.30 a.m.
All claims must reach us before the 21st
July, or they will not be recognised.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.
MELOCHERS & CO.,
Agents.

Hongkong, 9th July, 1900. [18]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"LIGHTNING."

Having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after 2 p.m. of the
16th inst. will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via PORTS OF CALL	VALETTA	Brit. str.	—	F. N. Tiltard	P. & O. S. N. Co.	On 21st inst. at Noon.
LONDON via SUZ CANAL	STENTOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON via SUZ CANAL	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 24th inst.
LONDON via SUZ CANAL	RHODES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
BREMEN, via PORTS OF CALL	STUTTGART	Ger. str.	—	—	MELCHERS & CO.	On 26th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL	SYDNEY	Ger. str.	—	—	MELCHERS & CO.	On 26th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
LIVERPOOL DIRECT	SARFEDON	Ger. str.	—	Gior	BUTTERFIELD & SWIRE	On 10th Aug.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On 10th Aug.
HAYRE & HAMBURG	SAVOIA	Ger. str.	—	Mueller	CARLOWITZ & CO.	On or about 7th Aug.
HAYRE & HAMBURG	NURBURG	Ger. str.	—	Pfaff	CARLOWITZ & CO.	On or about 26th Aug.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 4th Sept.
HAYRE & HAMBURG	MARBURG	Ger. str.	—	Binner	CARLOWITZ & CO.	On or about 15th Sept.
TRIESTE, &c. via PORTS OF CALL	TRIESTE	Ger. str.	—	A. Mitis	SANDER, WITLER & CO.	To-morrow.
NEW YORK via SUZ CANAL	AFGHANISTAN	Brit. str.	—	—	DODWELL & CO. LIMITED	On 28th inst.
NEW YORK via SUZ CANAL	ACARA	Brit. str.	—	—	SHAW, TOMES & CO.	On 28th inst.
NEW YORK via SUZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 4th Aug.
VICTORIA, B.C. & TACOMA v. AMOY, &c.	BRECONSHIRE	Brit. str.	—	G. E. Elliot	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA & VANCOUVER, B.C. via MOJI, &c.	TAETAL	Brit. str.	—	H. Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	On or about 11th Aug.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.E.	CANADIAN PACIFIC R. CO.	On 18th inst.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 4th Aug.
SAN FRANCISCO via SHANGHAI, &c.	DOMIC	Brit. str.	—	—	O. & O. S. S. Co.	On 7th Aug. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	TOTO KIKEN KAISHA	On 21st inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 21st inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHANGHAI CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst. at Noon.
SAN DIEGO, &c. via FOCHOOW, KOBE, &c.	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th Aug.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Williams	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
AUSTRALIAN PORTS	BARTEN	Jap. str.	—	Harder	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
AUSTRALIAN PORTS	TIENSHIN	Brit. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
YOKOHAMA & KOBE	ROSETTA	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 9th Aug. at 5 P.M.
YOKOHAMA & KOBE	EASTERN	Brit. str.	—	C. C. Talbot, R.N.E.	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA & KOBE	KASUGA MARU	Jap. str.	—	W. Ellis	P. & O. S. N. Co.	On or about 21st inst.
YOKOHAMA & KOBE	MIKE MARU	Jap. str.	—	E. W. Haswell	GIBB, LIVINGSTON & CO.	On or about 15th inst.
YOKOHAMA & KOBE	PAIKHOI	Brit. str.	—	S. Kawamura	NIPPON YUSEN KAISHA	To-morrow.
YOKOHAMA & KOBE	LYEEMOON	Ger. str.	—	G. Honemann	BUTTERFIELD & SWIRE	On 19th inst. at Noon.
YOKOHAMA & KOBE	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.E.	SHAW, TOMES & CO.	To-day, at 4 P.M.
YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	—	T. Ogata	P. & O. S. N. Co.	On or about 20th inst.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	—	I. Sato	MIYU BUREAU KAISHA	On 21st inst. at Daylight.
YOKOHAMA & KOBE	HANGCHOW	Brit. str.	—	Pearce	MIYU BUREAU KAISHA	On 22nd inst. at Daylight.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA & KOBE	DIAMANT	Brit. str.	—	—	SHAW, TOMES & CO.	To-morrow, at 10 A.M.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst. at 5 P.M.
YOKOHAMA & KOBE	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
YOKOHAMA & KOBE	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
YOKOHAMA & KOBE	LIGHTNING	Brit. str.	—	—	DAVID SASSON, SONS & CO.	On 18th inst. at 3 P.M.

SHIPPING.

ARRIVALS.
 July 13, NAMTONG, British str., 984, Fripp, Singapore 7th July, General.—CHINESE.
 July 14, FUSHUN, British str., 1,304, W. H. Lunt, Shanghai 10th July, General.—CHINESE.
 July 14, TRIESTE, Austrian str., 3,203, A. Mitis, Kobe 8th July, General.—SANDER, WITLER & CO.
 July 14, HATIN, French steamer, 750, Bast, Haiphong 12th July, and Hoihow 13th, General.—A. R. MARY.
 July 14, HAILAN, French str., 377, Morises, Haiphong 12th July, General.—A. R. MARY.
 July 14, TIENTSIN, British str., 1,250, Ambstead, Canton 13th July, General.—BUTTERFIELD & SWIRE.
 July 14, LYEEMOON, British str., 1,238, Heuermann, Canton 13th July, General.—SIEMSEN & CO.
 July 14, WITTENBERG, German str., 2,302, R. Hempel, Kobe 7th July, General.—CARLOWITZ & CO.
 July 15, ANNAM, French steamer, 4,005, A. Poydenot, Marseilles and Saigon 15th July, Mails and General.—MESSAGERIES MARITIMES.
 July 15, CHOYANG, British str., 1,194, G. H. Bowker, Shanghai 11th July, General.—JARDINE, MATHESON & CO.
 July 15, EVA, German str., 2,083, C. Peterson, Hamburg 20th May, General.—SIEMSEN & CO.
 July 15, HAINAN, German str., 448, Clausen, Chefoo 10th July, General.—SIEMSEN & CO.
 July 15, LIU, Norwegian str., 1,970, R. Rasmussen, Kutchinotzu 8th July, Coals.—M. B. KAISHA.
 July 15, PAKHOI, British steamer, 1,248, C. C. Williams, Chefoo 9th July, General.—BUTTERFIELD & SWIRE.
 July 15, SYDNEY, French str., 3,464, Allegre, Yokohama 8th July, General.—MESSAGERIES MARITIMES.
 July 15, TAILER, German str., 828, S. Calender, Port Louis 23rd June and Singapore 9th July, Sugar.—MYER & CO.
 July 15, NABRAGO, British troopship, 1,245, Edge, Calcutta 3rd July.
 July 15, ZIBENGHA, British troopship, 4,215, T. Johnson, Calcutta 4th July.

CLEARANCES.

At the Harbour Master's Office.
 14th July.
 Varona, German str., for Shanghai.
 Michael Jensen, German str., for Haiphong.
 Hongkong, French str., for Haiphong.
 Benduba, British str., for Shanghai.
 Tamsui Maru, Japanese str., for Swatow.
 Tiger, Norwegian str., for Kutchinotzu.
 Teenhai, British str., for Shanghai.

DEPARTURES.

July 14, GALLIC, British str., for San Francisco.
 July 14, HOLLAND, Dutch cruiser, for Shanghai.
 July 14, SHIHAN, British str., for Swatow.
 July 14, SHINANO MARU, Jap. str., for Nagasaki.
 July 14, TELEMACIUS, British str., for Amoy.
 July 14, CANTON, British str., for London.
 July 14, HAITAN, British str., for Swatow.
 July 14, FUSHUN, British str., for Canton.
 July 14, TAIKANG, British str., for Taku.
 July 15, TAMSUI MARU, Jap. str., for Swatow.
 July 15, YENONA, Norw. str., for Shanghai.
 July 15, BENGLIHA, British str., for Shanghai.
 July 15, HONGKONG, French str., for Haiphong.
 July 15, MICHAEL JENSEN, Ger. str., for Haiphong.
 July 15, TEENKAI, British str., for K'aoziu.
 July 15, TIGER, Norwegian str., for K'aoziu.
 July 15, ANNAM, French str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Chang-sha, Menmuir, Argus, Marie Jensen, Taichong, Hongkong Maru, Wuchow.
 COSMOPOLITAN DOCK.—Googwin.

SHIPPING REPORTS.

The French steamer Annam, from Saigon, 15th July, had fine weather and light S.W. wind.
 The Norwegian steamer Lili, from Kutchinotzu 8th July, had strong gale from S.W. and high sea.
 The British steamer Choyang, from Shanghai 11th July, had moderate S.W. winds and clear weather.
 The British steamer Pakhoi, from Chefoo 9th July, had light southerly winds and fine, clear weather to S.E. Promontory. From S.E. Promontory to East Saddle strong S.W. winds with heavy southerly sea. Off Saddle wind shifted to N.W. strong gale. From Saddle to Turnabout unsettled weather, accompanied with rain and high sea from S.W.; from thence to port S.W. winds and fine, clear weather.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER- RANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 16th July, 1900, at 1 P.M., the Company's Steamship "SYDNEY," Captain Allegre, with Mails, Passengers, and Cargo, will leave this port for MARSEILLES via BOMBAY. This steamer connects at COLOMBO with the a.s. Annam & Co., which vessel takes on her Passengers and Mails, leaving that port on the 28th instant direct to Suez, Port Said and Marseilles.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 15th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Values of Packages are required. For further Particulars, apply at the Company's Office.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 4th July, 1900.

FOR SHANGHAI.

THE Steamship "LYEEMOON," Captain G. Heuermann, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSEN & CO. Hongkong, 13th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "CHINGTU," Captain Williams, will be despatched as above TO-MORROW, the 17th inst., at 10 A.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passengers only.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.
 FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship "CHINGTU," Captain Williams, will be despatched as above TO-MORROW, the 17th inst., at 10 A.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900.

FOR NEW YORK via SUZ CANAL. THE Steamship "AFGHANISTAN" will be despatched for the above port on FRIDAY, the 30th inst.

For Freight, apply to DODWELL & CO., Ltd., Agents.
 Hongkong, 16th July, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).
 PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU, S. Kawamura	MOJI, KOBE and YOKOHAMA	TUESDAY, 17th July.
KASUGA MARU, E. W. Haswell	NAGASAKI, KOBE & YOKOHAMA	SATURDAY, 21st July, at Noon.
HITACHI MARU, G. Anderson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th July, at Daylight.
YAWATA MARU, A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 27th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MISHARA, Manager.
 Hongkong, 10th July, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliott	July 25	MON SHIRE	2,872	J. Kennedy	Aug. 4
VICTORIA	3,502	J. Pantou	Aug. 7	BEAUMAR	3,601	W. Watt	Aug. 25
QUEEN ADELAIDE	2,832	F. McNab	Aug. 20	ARCYLL	2,907	W. S. Thomson	Sept. 29
DUKE OF FIFE	3,821	J. S. Cox	Sept. 5	MON SHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.
 Excellent accommodation. First class Table, Doctor and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, £41.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, £28.
 The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER, and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.
 This rate covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping Car accommodation, Tacoma or Portland to Livingston and return, Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
 Hongkong, 24th May, 1900.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	COROMANDEL	About 20th July	Freight or Passage.
	F. W. Vibert, R.N.E.		
LONDON, &c.	VALETTA	Noon, 21st July	See Special Advertisement.
	F. N. Tiltard		
YOKOHAMA via NA- GASA- KI AND KOBE	ROSETTA	About 21st July	(Passing through the Inland Sea). Freight or Passage.
	C. C. Talbot, R.N.E.		

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
 Hongkong, 27th March, 1900.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
 (FREIGHT SERVICE.) (FREIGHT SERVICE.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG, Capt. Hempel	HAYRE and HAMBURG (London with transshipment in Hamburg)	On 16th July
SAVOIA, Capt. Mueller	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 7th Aug.
NURNBERG, Capt. Pfaff	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 28th Aug.
SIBIRIA, Capt. Braun	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 4th Sept.
MARBURG, Capt. Binner	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 15th Sept.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 6th July, 1900.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
STUTTGART	THURSDAY 26th July.
KONIG ALBERT	THURSDAY 26th August.
WEIMAR	THURSDAY 23rd August.
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-America Line)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.

ON THURSDAY, the 26th day of July, 1900, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain Grech, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on TUESDAY, the 24th July. Cargo and Specie will be received on board until 5 P.M. on WEDNESDAY, the 25th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 14th July, 1900.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 "EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.E. WEDNESDAY, 18th July, 1900.
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 8th Aug. 1900.
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 20th Aug. 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 28th June, 1900.

<p>THE OSAKA SHOSHEN KAISHA, LIMITED.</p> <p>FOR SWATOW, AMOY, AND TAIWANFOO.</p> <p>THE Company's Steamship</p> <p>"ANPING MARU."</p> <p>Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 25th July, at DAYLIGHT.</p> <p>For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA Agents.</p> <p>Hongkong, 11th July, 1900.</p>	<p>NATAL LINE OF STEAMERS.</p> <p>THE Undersigned GENERAL AGENT in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports SOUTH AFRICA in connection with THE CHINA STRAIT NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings in CALCUTTA for CAPE PORTS every fortnight.</p> <p>For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.</p>
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VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SAMARANG AND SOERABAYA.

THE Company's Steamship

"HANGCROW"

Captain Pearce, will be despatched as above TO-MORROW, the 17th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th July, 1900. [1932]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TIENTSIN"

will be despatched as above TO-MORROW, the 17th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th July, 1900. [1925]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"DIAMANTE"

will be despatched as above TO-MORROW, the 17th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with the Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 9th July, 1900. [1937]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, ROME, AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Malta, Venice and Adriatic Ports).

THE Company's Steamship

"TRIESTE"

Captain A. Mitis, will be despatched as above TO-MORROW, the 17th inst.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 10th July, 1900. [6]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN"

Captain Harter, will be despatched as above TO-WEDNESDAY, the 18th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th July, 1900. [1927]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING"

Captain J. G. Space, will be despatched for the above ports on WEDNESDAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 13th July, 1900. [1968]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBÉ DIRECT.

THE Steamship

"EASTERN"

Captain W. Ellis, will be despatched for the above ports on or about THURSDAY, the 19th inst.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th July, 1900. [1984]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA"

Captain F. N. Tildard, carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 21st July, 1900, at Noon.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 9th July, 1900. [1]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 21st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th June, 1900. [5]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR"

Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1900. [1758]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG"

Captain Pennafatha, will be despatched as above on WEDNESDAY, the 25th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1928]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

will be despatched for the above port on SATURDAY, the 28th inst.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 10th June, 1900. [1949]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR"

Commander H. Pybus, R.N., 4,425 Tons Gross Register.

Will be despatched on or about Saturday, 11th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., via MOJI, KOBÉ and YOKOHAMA (and via Coast Ports and Shanghai, if sufficient indentment offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points on Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 5th July, 1900. [1911]

VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA"

Capt. Petersen, will be despatched for the above port on or about 4th August.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1900. [1617]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.

S.S. "STRATHGYLE" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [14]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th July, 1900. [1912]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING SEAS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

GABRIEL (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (via vice versa) within one year will be allowed discount of 10 per cent. This allowance does not apply to through-fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th July, 1900. [4]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship, "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS"

Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900. [1865]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates)

THE Company's Steamship

"SARPEDON"

Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1893]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHEIPEUS"

will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1893]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

GLENSHIRE, British bark, Barne—Sander, Wield & Co.

J. P. HITCHCOCK, Amr. ship, Gates—Stimson & Co.

R. C. BICKMERS, German ship, Otto—Arnhold, Karberg & Co.

NOTICE OF REMOVAL.

THE OFFICE OF THE HONGKONG DAILY PRESS, CHUNG NGOI SAN PO, CHRONICLE & DIRECTORY.

Have this day been Removed to 9, PRAYA CENTRAL.

Entrances—East Lane, recently Messrs. Went & Co.'s Offices behind Messrs. Shewan, Tomes & Co.'s premises.

Hongkong, 1st May, 1900.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPINES, BORNEO, &c.

PUBLISHED BY THE THIRTY-EIGHTH ANNUAL ISSUE.

TO LET.

"THE EYRIS."

AT THE PEAK, close to summit; delightfully cool and healthy. TO BE LET. FURNISHED. Immediate possession can be had. For Particulars, apply to R. C. WILCOX, 8, Beaconsfield Arcade, Hongkong, 15th June, 1900. [1757]

TO LET.

A FURNISHED HOUSE at MORRISON HILL, with immediate possession. For Particulars, apply to the undersigned. H. J. GEDDES, 12, Queen's Road Central, Hongkong, 26th June, 1900. [1831]

TO LET.

NOS. 134 and 136, QUEEN'S ROAD EAST, now in the occupation of the Royal Naval Seaman's Club. Apply to—

LINSTED & DAVIS, Hongkong, 13th July, 1900. [1964]

TO LET.

FIREST FLOOR OFFICES, Central position. Apply—

CUACO, Care of Daily Press Office, Hongkong, 27th June, 1900. [1844]

TO LET.

A FOUR-ROOMED HOUSE in Kowloon. Low Rental. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LIMITED, Hongkong, 28th June, 1900. [1871]

TO LET.

WITH IMMEDIATE POSSESSION

